APPENDIX 5

FLIGHT SERVICE STATION INSTRUCTIONAL PROGRAM GUIDE

SECTION 1. INTRODUCTION

This IPG includes information about the following three components of FSS qualification and certification training:

I. **FAA Academy Training.**

II. **Automated Flight Service Station (AFSS) Training.**

III. **FSS Training.**

Target hours for the completion of each operational position shall be assigned according to the facility training directive. OJF shall be assigned as specified in Chapter 3 of this order. Additional OJT, skill enhancement training, and other forms of training may be recommended by the individual's training team, as necessary, to provide the individual with every opportunity for success.

Performance and certification skill checks shall be performed and documented as specified in Chapter 3 of this order.

SECTION 2. STAGE I. FAA ACADEMY TRAINING

SECTION 2A. AIR TRAFFIC BASICS (FLIGHT SERVICE) (Course 50243)

GENERAL: This course is designed for newly hired individuals with no air traffic experience, or for non-air traffic FAA employees selected for the air traffic option. It provides the necessary aviation/air traffic fundamental knowledge needed to prepare the students to begin training in their specific air traffic option.

PREREQUISITE:	Entry qualifications as established by OPM.
LOCATION:	FAA Academy.
TRAINING LENGTH:	25 days/200 hours.
ADMINISTRATION:	Training is administered in a classroom environment utilizing FAA Academy-prepared instructional materials and includes Introduction to the ATC System, Publications, Federal Aviation Regulations, Principles of Aerodynamics, Aircraft Types and Characteristics, Fundamentals of Navigation, Pilot's Environment, Flight Assistance and Emergencies, Special Operations, Wake Turbulence, Weather, and Communications. Instruction is carried out through classroom lecture accompanied by graphics and video. Group discussions and exercises with limited hands-on practice and demonstrations are provided. The student is evaluated using block tests and a final comprehensive test. After completion of FAA Academy training, the developmental is qualified to begin Course 50244, Flight Service Initial training.
TRAINING CONTENTS:	The course contains 12 blocks of instruction.

1. BLOCK 1: INTRODUCTION TO THE ATC SYSTEM (32 hours)

a. The purpose of this block is to provide an orientation to the FAA organization, Air Traffic Service, and the FAA Academy.

b. Covers the functions, elements, types of services, facilities, and key concepts that comprise the Air Traffic Control System.

2. BLOCK 2: PUBLICATIONS (29 hours)

a. Covers the purpose of basic FAA orders and manuals.

b. Covers the purpose and content of VFR/IFR charts and publications and teaches students how to read them for navigational purposes.

3. BLOCK 3: FEDERAL AVIATION REGULATIONS (7 hours)

Covers the primary Federal rules and regulations that apply to Air Traffic Control.

4. BLOCK 4: PRINCIPLES OF AERODYNAMICS (4 hours)

Covers the fundamental principles of flight, including airfoils, relative wind, the four forces acting on an aircraft in flight, the interrelationships of those forces, and lift factors.

5. BLOCK 5: AIRCRAFT TYPES AND CHARACTERISTICS (7 hours)

Covers the basics of aircraft identification for Air Traffic Control.

6. BLOCK 6: FUNDAMENTALS OF NAVIGATION (16 hours)

Covers the principles and methods of navigation as well as the equipment used.

7. BLOCK 7: PILOT'S ENVIRONMENT (5 hours)

Covers the instrumentation and systems used by a pilot to navigate and control the aircraft.

8. BLOCK 8: FLIGHT ASSISTANCE AND EMERGENCIES (9 hours)

a. Covers situations requiring special handling or services.

b. The difference between flight assistance and emergencies is discussed along with the different levels and types of emergencies.

c. The purpose and function of the National Search and Rescue Plan are also presented.

9. BLOCK 9: SPECIAL OPERATIONS (2 hours)

Covers the most common types of flights that require unusual or special handling such as Presidential aircraft, military operations, and medical flights.

10. BLOCK 10: WAKE TURBULENCE (3 hours)

Covers the causes and effects of wake turbulence.

11. BLOCK 11: WEATHER (39 hours)

a. Covers the fundamentals of weather.

b. Includes weather basics, hazardous effects of selected weather phenomena on flight, and the purpose of weather products that are significant to aviation.

c. Includes how to read and understand these weather products.

12. BLOCK 12: COMMUNICATIONS (18 hours)

Covers the air traffic communication process including formatting of authorized communications, phraseology, and control symbology.

13. EVALUATION.

a. Student proficiency is measured through a variety of methods. Academic progress is assessed through the use of end-of-lesson tests and four academic block tests covering the following blocks:

(1) Block Test I—Blocks 1 & 2.

(2) Block Test II—Blocks 3, 4, 5.

(3) Block Test III—Blocks 6, & 7.

(3) Block Test IV—Blocks 8, 9, 10, 11, 12.

b. A final comprehensive test is given at the end of all blocks of instruction. The score from this test determines the course score.

SECTION 2B. FLIGHT SERVICE INITIAL TRAINING (Course 50244)

GENERAL: This course is initial training for individuals selected for the flight service option. It is designed for students who have completed Course 50243, controllers transferring from either the terminal or en route option, or facility rated military controllers. It provides the necessary flight service and weather knowledge to prepare the student to begin on-the-job training at a field flight service station.

PREREQUISITE:	Successful completion of Course 50043, 50143, or 50243; or Successful completion of Stage 1 training for en route or terminal option and Course 57511, LAWRS; or approval by ATX-100; or Full performance level rating from a military air traffic control facility and approval by ATX-100.
LOCATION:	FAA Academy.
TRAINING LENGTH:	51 days/402 hours.
ADMINISTRATION:	Training is administered in a classroom/laboratory environment utilizing FAA Academy-prepared instructional materials. Training is specific and fast-paced, and includes integrated communications switching, M1FC, flight data, search and rescue, weather observations, weather analysis, weather radar and weather satellite data interpretation, broadcast, aircraft orientation, inflight, and preflight. Training is focused on performance through job-simulation exercises during laboratory sessions. After completion of FAA Academy training, the developmental is qualified to begin OJT.
TRAINING CONTENTS:	This course contains 13 blocks of instruction.

1. BLOCK 1: INDOCTRINATION (4 hours).

a. The purpose of this block is to provide ATCSs with an orientation to the FAA organization, Air Traffic Service, and the FAA Academy.

b. Topics presented include human relations, FAA Academy rules and procedures, the flight service mission and training requirements, and career progression.

2. BLOCK 2: ICSS (1 hour).

a. This block of instruction demonstrates the generic features of the ICSS and operating procedures of the Direct Access and Indirect Access keypads.

b. Limited hands-on practice and demonstrations are provided.

3. BLOCK 3: M1FC INTRODUCTION (8 hours). This block furnishes the fundamental knowledge of system components and their operation.

4. BLOCK 4: FLIGHT DATA (31 hours classroom, 14 lab).

a. Students are provided with the training and skills to process and modify flight plans and transmit and edit flight movement messages.

b. Specific instruction is given in IFR charts, flight plan processing, flight plan handling, and Service B edit procedures. Hands-on training is provided through practice and laboratory exercises.

5. BLOCK 5: WEATHER ANALYSIS (100 hours classroom, 28 lab).

a. In this block of instruction, students are taught the fundamentals of weather needed to provide effective pilot weather briefings.

b. Instruction is given in weather basics, weather products, and the hazardous effects on flight of certain weather phenomena.

c. Upon completion of this block, students are given the NWS pilot weather briefing certification examination.

6. BLOCK 6: SERVICE A/B FUNCTIONS (14 hours).

a. This block of instruction furnishes training to retrieve weather information necessary for pilot weather briefings, including encoding and decoding of location identifiers, processing of NOTAM information, and surface weather observations.

b. Hands-on training is given through practice and laboratory exercises.

7. BLOCK 7: BROADCAST (8 hours classroom, 6 lab).

a. This block covers data analysis, format, and the recording procedures used for making Unscheduled Broadcasts, TWEBs, and HIWAS Broadcasts.

b. Hands-on training is provided through practice and laboratory exercises.

8. BLOCK 8: SEARCH AND RESCUE (14 hours classroom, 10 lab).

a. This block provides students with training in the procedures and responsibilities for reporting and searching for missing/overdue aircraft and the rescue of aircrew and passengers.

b. Hands-on training is provided through practice and laboratory exercises involving simulated missing/overdue aircraft scenarios.

9. BLOCK 9: AIRCRAFT ORIENTATION (20 hours classroom, 20 lab).

a. This block of instruction contains background information on orientation procedures. The student is introduced to operating principles of the NDB and VOR equipment. The student is taught phraseology used during an orientation.

b. Hands-on training is provided through practice and laboratory exercises.

10. BLOCK 10: WEATHER RADAR (12 hours).

a. This block introduces students to the fundamentals of weather radar.

b. Topics include the NWS radar network, types of radars, components of the radar, characteristics of the radar beam, and interpretation of radar reports, charts, and the WSR-88D display.

c. Upon completion of this block, students are given the NWS weather radar certification examination.

11. BLOCK 11: PREFLIGHT (14 hours classroom, 26 lab).

a. Students are trained in the fundamentals of the three types of pilot weather briefings, logging the briefings, and providing TIBS.

b. Hands-on training is provided through the use of practice and laboratory exercises.

12. BLOCK 12: INFLIGHT (20 hours classroom, 20 lab).

a. This block provides procedures for soliciting and disseminating PIREPs, requesting and relaying ATC instructions, handling emergency inflight operations, and providing inflight services.

b. Hands-on training is provided through practice and laboratory exercises.

13. BLOCK 13: WEATHER SATELLITE (24 hours).

a. This block of instruction provides training in the interpretation of satellite photos. Emphasis is placed on the various cloud features that identify the locations, including altitude, of aviation weather hazards. Exercises are included for hands-on training.

b. Upon completion of this training, students are given the Weather Satellite Certification Examination (2 hours).

14. EVALUATION.

a. Student proficiency is measured through a variety of methods. In addition to the certification examination, academic progress is assessed through the use of end-of-lesson tests and two academic block tests covering the following areas:

(1) Block Test I—Blocks 1 -8.

(2) Block Test II—Blocks 9 - 13.

b. Laboratory exercises to evaluate performance skills are scheduled at the end of Blocks 4, 5, 7, 8, 9, 11, 12.

SECTION 2C. NATIONAL TERMINAL TO FLIGHT SERVICE INITIAL QUALIFICATION TRAINING PROGRAM (Course 50241)

GENERAL: This course is designed for ATCSs transitioning from level I air traffic control towers to the flight service option. They must have been certified in local control and hold a tower observation certificate and must be approved by ATX-100 for admission.

PREREQUISITE:	Successful completion of Course 55063, Terminal Stage V—Facility Training—Local Control/Cab Coordinator; Course 57511, LAWRS; a tower observation certificate; and approval by ATX-100.
LOCATION:	FAA Academy.
TRAINING LENGTH:	50 days/394 hours.
ADMINISTRATION:	Training is administered in a classroom/laboratory environment utilizing FAA Academy-prepared instructional materials. Training is specific and fast-paced, and includes integrated communications switching, M1FC, flight data, search and rescue, weather observations, weather analysis, weather radar and weather satellite data interpretation, broadcast, aircraft orientation, inflight, and preflight. Training is focused on performance through job-simulation exercises during laboratory sessions. After completion of FAA Academy training, the developmental is qualified to begin OJT.
TRAINING CONTENTS:	This course contains 13 blocks of instruction.

1. BLOCK 1: INDOCTRINATION (4 hours).

a. The purpose of this block is to provide ATCSs with an orientation to the FAA organization, Air Traffic Service, and the FAA Academy.

b. Topics presented include human relations, FAA Academy rules and procedures, the flight service mission and training requirements, and career progression.

2. BLOCK 2: ICSS (1 hour).

a. This block of instruction demonstrates the generic features of the ICSS and operating procedures of the Direct Access and Indirect Access keypads.

b. Limited hands-on practice and demonstrations are provided.

3. BLOCK 3: M1FC INTRODUCTION (8 hours). This block furnishes the fundamental knowledge of system components and their operation.

4. BLOCK 4: FLIGHT DATA (31 hours classroom, 14 lab).

a. Students are provided with the training and skills to process and modify flight plans and transmit and edit flight movement messages.

b. Specific instruction is given in IFR charts, flight plan processing, flight plan handling, and Service B edit procedures. Hands-on training is provided through practice and laboratory exercises.

5. BLOCK 5: WEATHER ANALYSIS (100 hours classroom, 28 lab).

a. In this block of instruction, students are taught the fundamentals of weather needed to provide effective pilot weather briefings.

b. Instruction is given in weather basics, weather products, and the hazardous effects on flight of certain weather phenomena.

c. Upon completion of this block, students are given the NWS pilot weather briefing certification examination.

6. BLOCK 6: SERVICE A/B FUNCTIONS (14 hours).

a. This block of instruction furnishes training to retrieve weather information necessary for pilot weather briefings, including encoding and decoding of location identifiers, processing of NOTAM information, and surface weather observations.

b. Hands-on training is given through practice and laboratory exercises.

7. BLOCK 7: BROADCAST (8 hours).

a. This block covers data analysis, format, and the recording procedures used for making Unscheduled Broadcasts, TWEBs, and HIWAS Broadcasts.

b. Hands-on training is provided through practice and laboratory exercises.

8. BLOCK 8: SEARCH AND RESCUE (14 hours classroom, 10 lab).

a. This block provides students with training in the procedures and responsibilities for reporting and searching for missing/overdue aircraft and the rescue of aircrew and passengers.

b. Hands-on training is provided through practice and laboratory exercises involving simulated missing/overdue aircraft scenarios.

9. BLOCK 9: AIRCRAFT ORIENTATION (20 hours classroom, 20 lab).

a. This block of instruction contains background information on orientation procedures. The student is introduced to operating principles of the NDB and VOR equipment. The student is taught phraseology used during an orientation.

b. Hands-on training is provided through practice and laboratory exercises.

10. BLOCK 10: WEATHER RADAR (12 hours).

a. This block introduces students to the fundamentals of weather radar.

b. Topics include the NWS radar network, types of radars, components of the radar, characteristics of the radar beam, and interpretation of radar reports, charts, and the WSR-88D display.

c. Upon completion of this block, students are given the NWS weather radar certification examination.

11. BLOCK 11: PREFLIGHT (14 hours classroom, 26 lab).

a. Students are trained in the fundamentals of the three types of pilot weather briefings, logging the briefings, and providing TIBS.

b. Hands-on training is provided through the use of practice and laboratory exercises.

12. BLOCK 12: INFLIGHT (20 hours classroom, 20 lab).

a. This block provides procedures for soliciting and disseminating PIREPs, requesting and relaying ATC instructions, handling emergency inflight operations, and providing inflight services.

b. Hands-on training is provided through practice and laboratory exercises.

13. BLOCK 13: WEATHER SATELLITE (24 hours).

a. This block of instruction provides training in the interpretation of satellite photos. Emphasis is placed on the various cloud features that identify the locations, including altitude, of aviation weather hazards. Exercises are included for hands-on training.

b. Upon completion of this training, students are given the Weather Satellite Certification Examination (2 hours).

14. EVALUATION.

a. Student proficiency is measured through a variety of methods. In addition to the certification examination, academic progress is assessed through the use of end-of-lesson tests and two academic block tests covering the following areas:

(1) Block Test I—Blocks 1 - 8.

(2) Block Test II—Blocks 9 - 13.

b. Laboratory exercises to evaluate performance skills are scheduled at the end of Blocks 4, 5, 8, 9, 11, 12.

SECTION 3. STAGE II. AUTOMATED FLIGHT SERVICE STATION FACILITY QUALIFICATION/CERTIFICATION TRAINING

OVERVIEW: Automated Flight Service Facility Qualification/Certification Training is comprised of several courses that are administered at the field facilities. Each course is described in detail on the following pages. Some courses may not apply to all AFSSs. Model-1-equipped facilities using LABS for backup equipment shall include LABS equipment training.

AFSS AREA KNOWLEDGE (Course 55239): Provides the developmental with knowledge specific to the assigned facility necessary to begin position qualification training in an AFSS.

AFSS WEATHER OBSERVER (Course 55240): Provides OJT for position qualification and certification to perform weather observer duties.

AFSS FLIGHT DATA/EDIT (Course 55242): Provides OJT for position qualification and certification to perform flight data duties.

AFSS NOTAM (Course 55243): Provides OJT for position qualification and certification to perform NOTAM duties.

AFSS PREFLIGHT (Course 55244): Provides OJT for position qualification and certification to perform preflight duties.

AFSS BROADCAST (Course 55241): Provides OJT for position qualification and certification to perform broadcast duties.

AFSS INFLIGHT (Course 55245): Provides OJT for position qualification and certification to perform inflight duties.

AFSS COORDINATOR (Course 55246): Provides OJT for position qualification and certification to perform coordinator duties.

NOTE: AFSS EN ROUTE FLIGHT ADVISORY SERVICE (EFAS) (Course 55247): Provides OJT for position qualification and certification to perform EFAS duties. This course is available but not required for facility certification.

SECTION 3A. AFSS AREA KNOWLEDGE (Course 55239)

GENERAL: The purpose of this development stage of training is to provide the developmental with knowledge necessary to begin position qualification training. This section provides knowledge unique to each FSS.

PREREQUISITE: Satisfactory completion of Section 2. I (FAA Academy Training) or previous FSS certification. Additional prerequisites may be established by the ATM and shall be identified in the facility training directive.

OBJECTIVE: At the end of this section of training and any required equipment training, the developmental shall be qualified to begin position qualification training.

TRAINING LENGTH: The Area Knowledge section shall be completed within the following limitations: developmentals assigned to an AFSS from outside the proposed consolidated Flight Plan Area (FPA) and developmentals assigned to an AFSS from within the FPA shall be allotted hours contained in the facility training directive.

Discontinuation of training will be a result of a training review that recommends no further training be conducted. If this recommendation is adopted by the ATM, the developmental is processed in accordance with FAPM Letter 330-1 or other appropriate directives.

ADMINISTRATION: This section of training shall be administered in a classroom environment using facility-developed training materials. The training shall be administered by the ATM or his/her designee. Answer keys shall be developed for all written tests.

This section of training is administered on a pass/fail basis. The developmental shall complete the:

1. Open-book examination, using all available references, with a minimum score of 90 percent.

2. Closed-book examination, without references, with a minimum score of 70 percent.

The facility shall develop a standard Area Knowledge package for its respective FPA. The Area Knowledge package will be divided into two sections, an "open-book" and a "closed-book" portion, and at the discretion of the ATM may consist of drawing maps, written tests, or both.

1. EXAMINATIONS.

a. Open Book. The open-book portion will require a general working knowledge and can include, but is not limited to, the following subjects with associated point values assigned.

(1) Public use (nonmajor) airports in the FPA.

(2) Airways in the FPA.

(3) ARTCC/approach control sector boundaries in the FPA.

(4) General knowledge of adjacent FPAs.

(5) Use of aeronautical charts and publications.

(6) Interphone line structure in the FPA.

(7) Knowledge unique to the FPA.

(8) Military training route (MTR)/military operations area (MOA) structure in the FPA.

b. Closed Book. The closed-book portion will require a detailed knowledge and can include, but is not limited to, the following subjects with associated point values assigned.

(1) Major airports (as determined by ATM).

(2) VOR/VORTAC locations and idents (not frequencies) in the FPA.

(3) ARTCC boundaries in the FPA (not sectors).

(4) FSS Remote Communications Outlet (RCO) locations in and adjacent to the FPA.

(5) Weather radar locations in and adjacent to the FPA.

(6) Restricted areas in the FPA.

(7) Prominent terrain features in the FPA (as determined by ATM).

(8) Weather patterns applicable or unique to the FPA (as determined by ATM).

(9) Airports with an instrument approach in the FPA.

(10) EFAS outlets controlled by the AFSS Flight Watch Control Station (FWCS) and those outlets in the FPA controlled by other FWCSs.

(11) Facility directives and LOAs.

(12) AFSS RCO locations adjacent to the FPA.

(13) Knowledge of ATC radar coverage in the FPA.

(14) Control tower and/or Class B, C, or D information.

2. GUIDELINES FOR DEVELOPING THE AREA KNOWLEDGE PACKAGE. The Area Knowledge Guidelines are items that can be added to or deleted from, depending on the facility needs.

a. Landing Areas.

(1) City and airport name.

(2) Location (mileage and direction).

(3) Airport identifier.

(4) Longest runway, facilities, and fuel.

(5) Airports restricted to light aircraft due to length of runways, conditions, etc.

(6) Elevation and remarks.

(7) Jet arresting barriers.

(a) Type.

(b) Runway.

(8) Designated jet instrument runway.

(9) Runway restrictions (weight, etc.).

(10) Civilian open to transient military aircraft.

(11) Military open to civil aircraft.

(a) Method of obtaining approval.

(b) Method of obtaining arrival/departure information.

(12) Visual Approach Slope Indicator (VASI) or Precision Approach Path Indicator (PAPI).

(13) UNICOM.

(a) Airports.

(b) Frequency.

(14) Two-way radio requirement.

(15) Check for overdue aircraft.

(a) Whom to contact.

(b) Method of contacting.

b. NAVAIDS.

(1) VOR/VORTAC/DME.

(a) Location.

(b) Class.

(c) Ident.

(d) Frequency.

(e) Unusable radials.

(f) Usable distance.

1 Low VOR (L-VOR).

2 Medium VOR (M-VOR).

3 High VOR (H-VOR).

(g) Monitoring responsibilities.

(h) Issuing NOTAMs.

(2) Non-directional beacons.

(a) Location.

(b) Class.

(c) Ident.

(d) Frequency.

(e) Usable distance.

(f) Monitoring responsibilities.

(g) Issuing NOTAMs.

(3) Radar.

(a) FAA facilities.

(b) RAPCON.

(c) RATCF.

(d) IFR arrival/departure.

1 Location.

2 Primary frequency.

(e) Available services.

1 Basic radar.

2 Terminal radar service area (TRSA).

3 Class C.

4 Class B.

5 Surveillance approach/precision procedures.

(4) Instrument landing systems.

(5) Direction finding, location, and controlling facility.

c. Airways and airspace data.

(1) Airway identification.

(2) Radials.

(3) Minimum altitudes.

(a) MEA.

(b) MCA.

(c) MRA.

(4) Mileage's.

(5) Classification of airspace within the FPA.

(6) Preferred routes.

d. Topography and weather.

(1) Topography (use legend on sectional charts).

(a) Cities and towns.

(b) Highways and roads.

(c) Relief (terrain).

(d) Hydrographic features.

(e) Miscellaneous.

(2) Weather.

(a) Types of observations.

1 Radiosonde.

2 Hourly.

3 Supplemental.

(b) Terrain affecting local weather.

1 Mountains and mountain passes.

2 Rivers.

3 Valleys.

(c) Area factors contributing to formation of:

1 Fog.

2 Frontal weather.

3 Thunderstorms.

4 Turbulence.

5 Winds.

(d) Forecast availability.

1 Area.

(aa) Forecast center.

(bb) Times of issuance.

2 Terminal.

(aa) Forecast center.

(bb) Terminal locations.

(cc) Times of issuance.

3 Winds aloft.

(aa) Forecast center.

(bb) Terminal locations.

(cc) Times of issuance.

4 Inflight weather advisories.

e. Frequencies and services.

(1) FSSs (specific to FPA).

(a) Standard transmitting and receiving frequencies.

(b) Recorded weather information.

(c) RCOs.

1 Locations.

(aa) High-altitude outlets.

(bb) Low-altitude outlets.

2 Frequencies.

(d) EFAS.

1 Locations.

(aa) High-altitude outlets.

(bb) Low-altitude outlets.

2 Frequencies.

(e) Local airport advisory service.

1 Location.

2 Established frequencies.

(2) ATCTs, TRACONs, Air Force RAPCONs, and Navy RATCFs.

(a) Primary VHF local control frequency.

(b) Primary military VHF frequency.

(c) Primary military UHF frequency.

(d) Nonstandard guarding frequency.

(3) ARTCCs.

(4) Pilot-to-forecaster service—military.

(a) Location.

(b) Method of obtaining.

(c) Frequencies used.

f. Air traffic control procedures.

(1) Air traffic clearances.

(a) ARTCC.

1 Method of obtaining.

2 Method of delivering.

(b) Tower and/or approach control.

1 When required.

2 Relay to pilot.

(2) Instrument approach procedures.

(a) ILS.

(b) Automatic direction finder (ADF).

(c) VOR.

(d) Others.

(3) SIDs/STARs.

g. Airspace restrictions and special military operations.

(1) Restricted, prohibited, warning, and caution areas.

(a) Number.

(b) Name.

(c) Altitude.

(d) Time.

(e) Appropriate authority.

(2) Parachute jumping areas.

(a) Location.

(b) Altitudes

(3) MOAs.

(a) Name or number.

(b) Altitudes.

(c) Hours of operation.

(4) Military aerial refueling tracks.

(a) Nickname.

(b) Flight levels.

(5) Controlled firing areas.

(a) Location.

(b) Altitudes affected.

(6) Military training routes.

(a) Identification.

(b) Altitudes affected.

(c) Airway crossing location.

(7) Joint use/military climb corridor restricted areas.

(a) Location.

(b) Controlling agency.

(8) VFR traffic advisories by USAF (locations where available).

h. Local procedures.

(1) Government offices.

(a) FAA.

(b) Military.

(c) Weather Bureau.

(d) Forest Service.

(e) Others (specify).

(2) Airports.

(a) Manager.

(b) Method of contacting.

(3) Airlines.

(a) Name(s).

(b) Method of contacting.

(4) Communication service.

(5) Radio equipment.

(a) Main receivers.

(b) Standby receivers.

(c) Main transmitters.

(d) Standby transmitters.

(6) VOR Receiver Checkpoint.

(a) Location.

(b) Frequency.

(c) Identification.

(d) Location of checkpoint.

(e) Altitude (if pertinent).

(7) Rescue Coordination Center (RCC).

(a) Location.

(b) Method of contacting.

i. Emergency service/search and rescue resources.

(1) Participating agencies/facilities/offices.

(a) FAA (location; when and how to contact).

1 FSSs.

2 ARTCCs.

3 ATCTs.

4 Others (specify).

(b) Military agencies (location; when and how to contact).

1 Air Force.

2 Army.

3 Navy.

4 Marines.

5 Coast Guard.

6 National Guard.

(c) Civilian government, other than FAA (location; when and how to contact).

1 Federal.

(aa) Forest Service.

(bb) Federal Communications Commission.

(cc) Federal Bureau of Investigation.

(dd) Border Patrol.

(ee) Customs.

(ff) Others (specify).

2 State.

(aa) Police.

(bb) Aeronautical agencies.

(cc) Others (specify).

3 City.

(aa) Police.

(bb) Fire departments.

(cc) Others (specify).

4 County.

(aa) Sheriff.

(bb) Others (specify).

(d) Others.

1 Civil Air Patrol.

2 Pilots and fixed-base operators (FBOs).

3 Airlines.

4 Airport management.

5 Telephone operators.

6 Ambulance service.

7 Others (specify).

(2) Aids used for aircraft orientation.

(a) VOR.

1 Location.

2 Frequency.

3 Restrictions on use (hours of operation, unusable radials, etc.).

(b) Radar (location; when and how to request service).

1 Precision approach radar (PAR).

2 Airport surveillance radar (ASR).

3 Air route surveillance radar (ARSR).

(c) Non-directional beacons.

1 Location.

2 Frequency.

3 Restrictions on use.

4 Recommended orientation method.

(d) Others (specify).

(3) Additional assistance available.

(a) Search and rescue control center.

1 Ground/water rescue.

2 Leading aircraft service.

(b) Escort service.

(c) Fire fighting.

(d) Law enforcement.

(e) Medical.

(f) Others (specify).

SECTION 3B. AFSS WEATHER OBSERVER (Course 55240)

GENERAL: The purpose of this development stage of training is to qualify and certify the developmental for weather observer position duties at the assigned facility.

FAA Academy training provided the basic knowledge and skills required for operation of a weather observer position under simulated conditions.

The developmental has been given the NWS Weather Observer Examination. A score below 80 percent will require retesting at the facility within the allotted training hours. The developmental may start OJT prior to passing the NWS Weather Observer Examination.

The developmental is now ready for OJT on the facility weather observer position under actual conditions.

PREREQUISITE: Satisfactory completion of Section 3A (AFSS Area Knowledge) and Model 1 AFSS Specialist Training (Course 55034 or FAA Academy equivalent). Additional prerequisites may be established by the ATM and shall be identified in the facility training directive.

OBJECTIVE: At the successful completion of this section of training, the developmental shall be certified to perform all weather observer position duties at the facility.

TRAINING LENGTH: Weather observer position qualification/certification shall be completed in accordance with the facility training directive. Discontinuation of training will be a result of a training review that recommends no further training be conducted. If this recommendation is adopted by the ATM, the developmental is processed in accordance with FAPM Letter 330-1 or other appropriate directives.

ADMINISTRATION: This section of training is normally administered in an operational environment using OJT and the actual facility equipment. The developmental shall be assigned to training by the ATM or his/her designee.

Satisfactory completion of the weather observer position training is accomplished when the developmental has been certified by both the NWS and the ATM (or his/her designee).

This section of training is administered on a pass/fail basis.

SECTION 3C. AFSS FLIGHT DATA/EDIT (Course 55242)

GENERAL: The purpose of this development stage of training is to qualify and certify the developmental for flight data position duties at the assigned facility.

FAA Academy training provided the basic knowledge and skills required for operation of a flight data position under simulated conditions.

The developmental is now ready for OJT on the facility flight data position under actual conditions.

PREREQUISITE: Satisfactory completion of Section 3A (AFSS Area Knowledge) and Model 1 AFSS Specialist Training (Course 55034 or FAA Academy equivalent). Additional prerequisites may be established by the ATM and shall be identified in the facility training directive.

OBJECTIVE: At the successful completion of this section of training, the developmental shall be certified to perform all flight data position duties at the assigned facility.

TRAINING LENGTH: Flight data position qualification/certification shall be completed in accordance with the facility training directive. Discontinuation of training will be a result of a training review that recommends no further training be conducted. If this recommendation is adopted by the ATM, the developmental is processed in accordance with FAPM Letter 330-1 or other appropriate directives.

ADMINISTRATION: This section of training is normally administered in an operational environment using OJT and the actual facility equipment. The developmental shall be assigned to training by the ATM or his/her designee.

This section of training is administered on a pass/fail basis.

SECTION 3D. AFSS NOTAM
(Course 55243)

GENERAL: The purpose of this development stage of training is to qualify and certify the developmental for the NOTAM position duties at the assigned facility.

FAA Academy training provided the developmental with a basic knowledge of NOTAM responsibilities under simulated conditions.

The developmental is now ready for OJT on the facility NOTAM position under actual conditions.

PREREQUISITE: Satisfactory completion of Section 3A (AFSS Area Knowledge) and Model 1 AFSS Specialist Training (Course 55034 or FAA Academy equivalent). Additional prerequisites may be established by the ATM and shall be identified in the facility training directive.

OBJECTIVE: At the successful completion of this section of training, the developmental shall be certified to perform NOTAM position duties.

TRAINING LENGTH: NOTAM position qualification shall be completed in accordance with the facility training directive. Discontinuation of training will be a result of a training review that recommends no further training be conducted. If this recommendation is adopted by the ATM, the developmental is processed in accordance FAPM Letter 330-1 or other appropriate directives.

ADMINISTRATION: This section of training is normally administered in an operational environment using OJT and the actual facility equipment. The developmental shall be assigned to training by the ATM or his/her designee.

This section of training is administered on a pass/fail basis.

SECTION 3E. AFSS PREFLIGHT (Course 55244)

GENERAL: The purpose of this development stage of training is to qualify and certify the developmental for preflight position duties at the assigned facility.

FAA Academy training provided the basic knowledge and skills required for operation of a preflight position under simulated conditions.

The developmental has been given the NWS Pilot Weather Briefing Certification Examination at the FAA Academy. A score below 70 percent will require retesting at the facility within the allotted training hours. The developmental may start OJT prior to passing the NWS Pilot Weather Briefing Certification Examination.

The developmental is now ready for OJT on the facility preflight position under actual conditions.

PREREQUISITE: Satisfactory completion of Section 3A (AFSS Area Knowledge) and Model 1 AFSS Specialist Training (Course 55034 or FAA Academy equivalent). Additional prerequisites may be established by the ATM and shall be identified in the facility training directive.

OBJECTIVE: At the successful completion of this section of training, the developmental shall be certified to perform all preflight position duties at the assigned facility.

TRAINING LENGTH: Preflight position qualification/certification shall be completed in accordance with the facility training directive. Discontinuation of training will be a result of a training review that recommends no further training be conducted. If this recommendation is adopted by the ATM, the developmental is processed in accordance with FAPM Letter 330-1 or other appropriate directives.

ADMINISTRATION: This section of training is normally administered in an operational environment using OJT and the actual facility equipment. The developmental shall be assigned to training by the ATM or his/her designee.

Satisfactory completion of the preflight training is accomplished when the developmental has been certified by both the Weather Service Evaluation Officer (WSEO) and the ATM (or his/her designee). The WSEO evaluation shall be completed prior to the facility qualification/certification.

This section of training is administered on a pass/fail basis.

SECTION 3F. AFSS BROADCAST (Course 55241)

GENERAL: The purpose of this development stage of training is to qualify and certify the developmental for broadcast position duties at the assigned facility.

FAA Academy training provided the basic knowledge and skills required for operation of a broadcast position under simulated conditions.

The developmental is now ready for OJT on the facility broadcast position under actual conditions.

PREREQUISITE: Satisfactory completion of Section 3A (AFSS Area Knowledge) and Model 1 AFSS Specialist Training (Course 55034 or FAA Academy equivalent). Additional prerequisites may be established by the ATM and shall be identified in the facility training directive.

OBJECTIVE: At the successful completion of this section of training, the developmental shall be certified to perform all broadcast position duties at the assigned facility.

TRAINING LENGTH: Broadcast position qualification/certification shall be completed in accordance with the facility training directive. Discontinuation of training will be a result of a training review that recommends no further training be conducted. If this recommendation is adopted by the ATM, the developmental is processed in accordance FAPM Letter 330-1 or other appropriate directives.

ADMINISTRATION: This section of training is normally administered in an operational environment using OJT and the actual facility equipment. The developmental shall be assigned to training by the ATM or his/her designee.

This section of training is administered on a pass/fail basis.

SECTION 3G. AFSS INFLIGHT (Course 55245)

GENERAL: The purpose of this development stage of training is to qualify and certify the developmental for inflight position duties at the assigned facility.

FAA Academy training provided the basic knowledge and skills required for operation of an inflight position under simulated conditions.

The developmental is now ready for OJT on the facility inflight position under actual conditions.

PREREQUISITE: Satisfactory completion of Section 3A (AFSS Area Knowledge) and Model 1 AFSS Specialist Training (Course 55034 or FAA Academy equivalent). Additional prerequisites may be established by the ATM and shall be identified in the facility training directive.

OBJECTIVE: At the successful completion of this section of training, the developmental shall be certified to perform all inflight position duties at the assigned facility.

TRAINING LENGTH: Inflight position qualification/certification shall be completed in accordance with the facility training directive. Discontinuation of training will be a result of a training review that recommends no further training be conducted. If this recommendation is adopted by the ATM, the developmental is processed in accordance with FAPM Letter 330-1 or other appropriate directives.

ADMINISTRATION: This section of training is normally administered in an operational environment using OJT and the actual facility equipment. The developmental shall be assigned to training by the ATM or his/her designee.

The developmental shall demonstrate lost aircraft orientation procedures before being certified on the inflight position. A minimum of one satisfactory orientation for each available resource—VOR and ADF—is required. If the facility is equipped with direction finder equipment, training shall be provided on the operation of this equipment and the student shall demonstrate proficiency by completing a minimum of one satisfactory orientation on the equipment.

Certification cannot be completed in this section prior to certification in Section 3E (Preflight).

This section of training is administered on a pass/fail basis.

SECTION 3H. AFSS COORDINATOR (Course 55246)

GENERAL: Though not part of Course 50240 or Course 50241, the coordinator field training and evaluation guidelines have been incorporated in this order for FSS evaluation standardization.

The facility training directive at each facility should include the coordinator position where applicable.

Facilities that have identified the need for the coordinator position shall provide training and assign those duties in accordance with local facility directives.

The coordinator position may be combined with other position(s) in accordance with facility directives.

PREREQUISITE: Successful completion of Section 3A (AFSS Area Knowledge) and certification on all operational positions except EFAS at the assigned facility. Additional prerequisites may be established by the ATM and shall be identified in the facility training directive.

OBJECTIVE: At the successful completion of this section of training, the specialist shall be certified to perform all coordinator position duties at the assigned facility.

TRAINING LENGTH: Coordinator position qualification/certification shall be completed in accordance with the facility training directive. Discontinuation of training will be a result of a training review that recommends no further training be conducted. If this recommendation is adopted by the ATM, the developmental is processed in accordance with FAPM Letter 330-1 or other appropriate directives.

ADMINISTRATION: This section of training is normally administered in an operational environment using OJT and the actual facility equipment. The specialist shall be assigned to training by the ATM or his/her designee.

The coordinator duties and requirements are outlined in local facility directives.

This section of training is administered on a pass/fail basis.

SECTION 3I. AFSS EN ROUTE FLIGHT ADVISORY SERVICE (EFAS) (Course 55247)

GENERAL: Though not part of Course 50240 or Course 50241, the EFAS field training and evaluation guidelines have been incorporated in this order for evaluation standardization.

The facility training directive at each facility should include an EFAS position where applicable.

The purpose of this section of training is to qualify and certify the specialist for EFAS position duties at the assigned facility.

FAA Academy training provided the basic knowledge and skills required for operation of an EFAS position under simulated conditions.

The specialist is now ready for OJT on the facility EFAS position under actual conditions.

PREREQUISITE: Two years experience as an FPL and completion of Course 50201 (EFAS). Additional prerequisites may be established by the ATM and shall be identified in the facility training directive.

OBJECTIVE: At the successful completion of this section of training, the specialist shall be certified to perform all EFAS position duties at the assigned facility.

TRAINING LENGTH: EFAS position qualification/certification shall be completed in accordance with the facility training directive. Discontinuation of training will be a result of a training review that recommends no further training be conducted.

ADMINISTRATION: This section of training is normally administered in an operational environment using OJT and the actual facility equipment. The specialist shall be assigned to training by the ATM or his/her designee.

Specific FSSs have been designed as FWCSs.

These EFAS duties and requirements are outlined in Orders 7110.10 and 7210.3.

This section of training is administered on a pass/fail basis.

SECTION 4. STAGE III. FLIGHT SERVICE STATION FACILITY QUALIFICATION/CERTIFICATION TRAINING

OVERVIEW: Facility Qualification/Certification Training is comprised of several courses that are administered at the field facilities. Each course is described in detail on the following pages.

AREA KNOWLEDGE (Course 55225): Provides the developmental with knowledge necessary to begin position qualification training.

WEATHER OBSERVER (Course 55226): Provides OJT for position qualification and certification to perform weather observation duties.

BROADCAST (Course 55228): Provides OJT for position qualification and certification to perform broadcast duties.

FLIGHT DATA (Course 55229): Provides OJT for position qualification and certification to perform flight data and NOTAM duties.

PREFLIGHT (Course 55230): Provides OJT for position qualification and certification to perform preflight duties.

INFLIGHT (Course 55231): Provides OJT for position qualification and certification to perform inflight duties.

NOTES: Some courses may not apply to all FSSs. Facility training hours for each position shall be indicated in the local facility training directive. The time allocated to each position is for that position only and shall not be transferred.

SECTION 4A. AREA KNOWLEDGE
(Course 55225)

GENERAL: The purpose of this development stage of training is to provide the developmental with knowledge necessary to begin position qualification training. This course provides knowledge unique to each FSS.

PREREQUISITE: Satisfactory completion of Section 2. I (FAA Academy Training) or previous FSS certification. Additional prerequisites may be established by the ATM and shall be identified in the facility training directive.

OBJECTIVE: At the end of this section of training and required equipment training, the developmental shall be qualified to begin position qualification training.

TRAINING LENGTH: The Area Knowledge course shall be completed in accordance with the facility training directive. Discontinuation of training will be a result of a training review that recommends no further training be conducted. If this recommendation is adopted by the ATM, the developmental is processed in accordance with FAPM Letter 330-1 or other appropriate directives.

ADMINISTRATION: This section of training shall be administered in a classroom environment using facility-developed training materials. The training shall be administered by the ATM or his/her designee.

This section of training is administered on a pass/fail basis. The developmental shall complete the:

1. Open-book examination, using all available references, with a minimum score of 90 percent.

2. Closed-book examination, without references, with a minimum score of 70 percent.

The facility shall develop a standard Area Knowledge package for its respective FPA. The Area Knowledge package will be divided into two phases, an "open-book" and a "closed-book" portion, and at the discretion of the ATM may consist of drawing maps, written tests, or both.

1. EXAMINATIONS.

a. Open Book. The open-book portion will require a general working knowledge and can include, but is not limited to, the following subjects with associated point values assigned.

(1) Public use (nonmajor) airports in the FPA.

(2) Airways in the FPA.

(3) ARTCC/approach control sector boundaries in the FPA.

(4) General knowledge of adjacent FPAs.

(5) Use of aeronautical charts and publications.

(6) Interphone line structure in the FPA.

(7) Knowledge unique to the FPA.

(8) MTR/MOA structure in the FPA.

b. Closed Book. The closed-book portion will require a detailed knowledge and can include, but is not limited to, the following subjects with associated point value assigned.

(1) Major airports (as determined by ATM).

(2) VOR/VORTAC locations and idents (not frequencies) in the FPA.

(3) ARTCC boundaries in the FPA (not sectors).

(4) FSS RCO locations in and adjacent to the FPA.

(5) Knowledge of ATC radar coverage in the FPA.

(6) Control tower and/or Class B, C, or D information.

(7) Weather radar locations in and adjacent to the FPA.

(8) Restricted areas.

(9) Prominent terrain features in the FPA (as determined by the ATM).

(10) Weather patterns applicable or unique to the FPA (as determined by the ATM).

(11) Airports with an instrument approach in the FPA.

(12) EFAS outlets in the FPA.

(13) Facility directives and LOAs.

2. **GUIDELINES FOR DEVELOPING THE AREA KNOWLEDGE PACKAGE.** The Area Knowledge Guidelines are items that can be added to or deleted from, depending on the facility needs.

a. Landing areas.

(1) City and airport name.

(2) Location (mileage and direction).

(3) Airport identifier.

(4) Longest runway, facilities, and fuel.

(5) Airports restricted to light aircraft due to length of runways, conditions, etc.

(6) Elevation and remarks.

(7) Jet arresting barriers.

(a) Type.

(b) Runway.

(8) Designated jet instrument runway.

(9) Runway restrictions (weight, etc.).

(10) Civilian open to transient military aircraft.

(11) Military open to civil aircraft.

(a) Method of obtaining approval.

(b) Method of obtaining arrival/departure information.

(12) VASI/PAPI.

(13) UNICOM.

(a) Airports.

(b) Frequency.

(14) Two-way radio requirement.

(15) Check for overdue aircraft.

(a) Whom to contact.

(b) Method of contacting.

b. NAVAIDs.

(1) VOR/VORTAC/DME.

(a) Location.

(b) Class.

(c) Ident.

(d) Frequency.

(e) Unusable radials.

(f) Usable distance.

1 L-VOR.

2 M-VOR.

3 H-VOR.

(g) Monitoring responsibilities.

(h) Issuing NOTAMs.

(2) Non-directional beacons.

(a) Location.

(b) Class.

(c) Ident.

(d) Frequency.

(e) Usable distance.

(f) Monitoring responsibilities.

(g) Issuing NOTAMs.

(3) Radar.

(a) FAA facilities.

(b) RAPCON.

(c) RATCC.

(d) IFR arrival/departure.

1 Location.

2 Primary frequency.

(e) Available services.

1 Basic radar.

2 TRSA.

3 Class C.

4 Class B.

5 Surveillance approach/precision procedures.

(4) Instrument landing systems.

(5) Direction finding, location, and controlling facility.

c. Airways and airspace data.

(1) Airway identification.

(2) Radials.

(3) Minimum altitudes.

(a) MEA.

(b) MCA.

(c) MRA.

(4) Mileage's.

(5) Classification of airspace within the FPA.

(6) Preferred routes.

d. Topography and weather.

(1) Topography (use legend on sectional charts).

(a) Cities and towns.

(b) Highways and roads.

(c) Relief (terrain).

(d) Hydrographic features.

(e) Miscellaneous.

(2) Weather.

(a) Types of observations.

1 Radiosonde.

2 Hourly.

3 Supplemental.

(b) Terrain affecting local weather.

1 Mountains and mountain passes.

2 Rivers.

3 Valleys.

(c) Area factors contributing to formation of:

1 Fog.

2 Frontal weather.

3 Thunderstorms.

4 Turbulence.

5 Winds.

(d) Forecast availability.

1 Area.

(aa) Forecast center.

(bb) Times of issuance.

2 Terminal.

(aa) Forecast center.

(bb) Terminal locations.

(cc) Times of issuance.

3 Winds aloft.

(aa) Forecast center.

(bb) Terminal locations.

(cc) Times of issuance.

4 Inflight weather advisories.

e. Frequencies and services.

(1) FSSs (specific to FPA).

(a) Standard transmitting and receiving frequencies.

(b) Recorded weather information.

(c) RCOs.

1 Locations.

(aa) High-altitude outlets.

(bb) Low-altitude outlets.

2 Frequencies.

(d) EFAS.

1 Locations.

(aa) High-altitude outlets.

(bb) Low-altitude outlets.

2 Frequencies.

(e) Local airport advisory service.

1 Location.

2 Established frequencies.

(2) FAA towers, Air Force RAPCONs, and Navy RATCCs.

(a) Primary VHF local control frequency.

(b) Primary military VHF frequency.

(c) Primary military UHF frequency.

(d) Nonstandard guarding frequency.

(3) ARTCCs.

(4) Pilot-to-forecaster service—military.

(a) Location.

(b) Method of obtaining.

(c) Frequencies used.

f. Air traffic control procedures.

(1) Air traffic clearances.

(a) ARTCC.

1 Method of obtaining.

2 Method of delivering.

(b) Tower and/or approach control.

1 When required.

2 Relay to pilot.

(2) Instrument approach procedures.

(a) ILS.

(b) ADF.

(c) VOR.

(d) Others.

(3) SIDs/STARs.

g. Airspace restrictions and special military operations.

(1) Restricted, prohibited, warning, and caution areas.

(a) Number.

(b) Name.

(c) Altitude.

(d) Time.

(e) Appropriate authority.

(2) Parachute jumping areas.

(a) Location.

(b) Altitudes

(3) MOAs.

(a) Name or number.

(b) Altitudes.

(c) Hours of operation.

(4) Military aerial refueling tracks.

(a) Nickname.

(b) Flight levels.

(5) Controlled firing areas.

(a) Location.

(b) Altitudes affected.

(6) Military training routes.

(a) Identification.

(b) Altitudes affected.

(c) Airway crossing location.

(7) Joint use/military climb corridor restricted areas.

(a) Location.

(b) Controlling agency.

(8) VFR traffic advisories by USAF (locations where available).

h. Local procedures.

(1) Government offices.

(a) FAA.

(b) Military.

(c) Weather Bureau.

(d) Forest Service.

(e) Others (specify).

(2) Airports.

(a) Manager.

(b) Method of contacting.

(3) Airlines.

(a) Name(s).

(b) Method of contacting.

(4) Communication service.

(5) Radio equipment.

(a) Main receivers.

(b) Standby receivers.

(c) Main transmitters.

(d) Standby transmitters.

(6) VOR Receiver Checkpoint.

(a) Location.

(b) Frequency.

(c) Identification.

(d) Location of checkpoint.

(e) Altitude (if pertinent).

(7) RCC.

(a) Location.

(b) Method of contacting.

i. Emergency service/search and rescue resources.

(1) Participating agencies/facilities/offices.

(a) FAA (location; when and how to contact).

1 FSSs.

2 ARTCCs.

3 ATCTs.

4 Others (specify).

(b) Military agencies (location; when and how to contact).

1 Air Force.

2 Army.

3 Navy.

4 Marines.

5 Coast Guard.

6 National Guard.

(c) Civilian government, other than FAA (location; when and how to contact).

1 Federal.

(aa) Forest Service.

(bb) Federal Communications Commission.

(cc) Federal Bureau of Investigation.

(dd) Border Patrol.

(ee) Customs.

(ff) Others (specify).

2 State.

(aa) Police.

(bb) Aeronautical agencies.

(cc) Others (specify).

3 City.

(aa) Police.

(bb) Fire departments.

(cc) Others (specify).

4 County.

(aa) Sheriff.

(bb) Others (specify).

(d) Others.

1 Civil Air Patrol.

2 Pilots and FBOs.

3 Airlines.

4 Airport management.

5 Telephone operators.

6 Ambulance service.

7 Others (specify).

(2) Aids used for aircraft orientation.

(a) VOR.

1 Location.

2 Frequency.

3 Restrictions on use (hours of operation, unusable radials, etc.).

(b) Radar (location; when and how to request service).

1 PAR.

2 ASR.

3 ARSR.

(c) Non-directional beacons.

1 Location.

2 Frequency.

3 Restrictions on use.

4 Recommended orientation method.

(d) Others (specify).

(3) Additional assistance available.

(a) Search and rescue control center.

1 Ground/water rescue.

2 Leading aircraft service.

(b) Escort service.

(c) Fire fighting.

(d) Law enforcement.

(e) Medical.

(f) Others (specify).

SECTION 4B. WEATHER OBSERVER (Course 55226)

GENERAL: The purpose of this development stage of training is to qualify and certify the developmental for weather observer position duties at the assigned facility.

FAA Academy training provided the basic knowledge and skills required for operation of a weather observer position under simulated conditions.

The developmental has been given the NWS Weather Observer Examination. A score below 80 percent will require retesting at the facility within the allotted training hours. The developmental may start OJT prior to passing the NWS Weather Observer Examination.

The developmental is now ready for OJT on the facility weather observer position under actual conditions.

PREREQUISITE: Satisfactory completion of Section 4A (Area Knowledge). Additional prerequisites may be established by the ATM and shall be identified in the facility training directive.

OBJECTIVE: At the successful completion of this section of training, the developmental shall be certified to perform all weather observer position duties at the assigned facility.

TRAINING LENGTH: Weather observer position qualification/certification shall be completed in accordance with the facility training directive. Discontinuation of training will be a result of a training review that recommends no further training be conducted. If this recommendation is adopted by the ATM, the developmental is processed in accordance with FAPM Letter 330-1 or other appropriate directives.

ADMINISTRATION: This section of training is normally administered in an operational environment using OJT and the actual facility equipment. The developmental shall be assigned to training by the ATM or his/her designee.

Satisfactory completion of the weather observer position training is accomplished when the developmental has been certified by both the NWS and the ATM or his/her designee.

This section of training is administered on a pass/fail basis.

SECTION 4C. BROADCAST
(Course 55228)

GENERAL: The purpose of this development stage of training is to qualify and certify the developmental for broadcast position duties at the assigned facility.

FAA Academy training provided the basic knowledge and skills required for operation of a broadcast position under simulated conditions.

The developmental is now ready for OJT on the facility broadcast position under actual conditions.

PREREQUISITE: Satisfactory completion of Section 4A (Area Knowledge). Additional prerequisites may be established by the ATM and shall be identified in the facility training directive.

OBJECTIVE: At the successful completion of this section of training, the developmental shall be certified to perform all broadcast position duties at the assigned facility.

TRAINING LENGTH: Broadcast position qualification/certification shall be completed in accordance with the facility training directive. Discontinuation of training will be a result of a training review that recommends no further training be conducted. If this recommendation is adopted by the ATM, the developmental is processed in accordance with FAPM Letter 330-1 or other appropriate directives.

ADMINISTRATION: This section of training is normally administered in an operational environment using OJT and the actual facility equipment. The developmental shall be assigned to training by the ATM or his/her designee.

This section of training is administered on a pass/fail basis.

SECTION 4D. FLIGHT DATA
(Course 55229)

GENERAL: The purpose of this development stage of training is to qualify and certify the developmental for flight data position duties at the assigned facility.

FAA Academy training provided the basic knowledge and skills required for operation of a flight data position under simulated conditions.

The developmental is now ready for OJT on the facility flight data position under actual conditions.

PREREQUISITE: Satisfactory completion of Section 4A (Area Knowledge). Additional prerequisites may be established by the ATM and shall be identified in the facility training directive.

OBJECTIVE: At the successful completion of this section of training, the developmental shall be certified to perform all flight data position duties at the assigned facility.

TRAINING LENGTH: Flight data position qualification/certification shall be completed in accordance with the facility training directive. Discontinuation of training will be a result of a training review that recommends no further training be conducted. If this recommendation is adopted by the ATM, the developmental is processed in accordance with FAPM Letter 330-1 or other appropriate directives.

ADMINISTRATION: This section of training is normally administered in an operational environment using OJT and the actual facility equipment. The developmental shall be assigned to training by the ATM or his/her designee.

This section of training is administered on a pass/fail basis.

SECTION 4E. PREFLIGHT
(Course 55230)

GENERAL: The purpose of this development stage of training is to qualify and certify the developmental for preflight position duties at the assigned facility.

FAA Academy training provided the basic knowledge and skills required for operation of a preflight position under simulated conditions.

The developmental has been given the NWS Pilot Weather Briefing Certification Examination at the FAA Academy. A score below 70 percent will require retesting at the facility within the allotted training hours.

The developmental may start OJT prior to passing the NWS Pilot Weather Briefing Certification Examination.

The developmental is now ready for OJT on the facility preflight position under actual conditions.

PREREQUISITE: Satisfactory completion of Section 4A (Area Knowledge). Additional prerequisites may be established by the ATM and shall be identified in the facility training directive.

OBJECTIVE: At the successful completion of this section of training, the developmental shall be certified to perform all preflight position duties at the assigned facility.

TRAINING LENGTH: Preflight position qualification/certification shall be completed in accordance with the facility training directive. Discontinuation of training will be a result of a training review that recommends no further training be conducted. If this recommendation is adopted by the ATM, the developmental is processed in accordance with FAPM Letter 330-1 or other appropriate directives.

ADMINISTRATION: This section of training is normally administered in an operational environment using OJT and the actual facility equipment. The developmental shall be assigned to training by the ATM or his/her designee.

Satisfactory completion of the preflight training is accomplished when the developmental has been certified by both the WSEO and the ATM or his/her designee. The WSEO evaluation shall be completed prior to the facility qualification/certification.

This section of training is administered on a pass/fail basis.

SECTION 4F. INFLIGHT
(Course 55231)

GENERAL: The purpose of this development stage of training is to qualify and certify the developmental for inflight position duties at the assigned facility.

FAA Academy training provided the basic knowledge and skills required for operation of an inflight position under simulated conditions.

The developmental is now ready for OJT on the facility inflight position under actual conditions.

PREREQUISITE: Satisfactory completion of Section 4A (Area Knowledge). Additional prerequisites may be established by the ATM and shall be identified in the facility training directive.

OBJECTIVE: At the successful completion of this section of training, the developmental shall be certified to perform all inflight position duties and will have completed the OJT process.

TRAINING LENGTH: Inflight position qualification/certification shall be completed in accordance with the facility training directive. Discontinuation of training will be a result of a training review that recommends no further training be conducted. If this recommendation is adopted by the ATM, the developmental is processed in accordance with FAPM Letter 330-1 or other appropriate directives.

ADMINISTRATION: This section of training is normally administered in an operational environment using OJT and the actual facility equipment. The developmental shall be assigned to training by the ATM or his/her designee.

The developmental shall demonstrate lost aircraft orientation procedures before being certified on the inflight position. A minimum of one satisfactory orientation for each available resource—VOR and ADF—is required. If the facility is equipped with direction finder equipment, training shall be provided on the operation of this equipment and the student shall demonstrate proficiency by completing a minimum of one satisfactory orientation on the equipment.

Certification cannot be completed in this section prior to certification in Section 4E (Preflight).

This section of training is administered on a pass/fail basis.